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## BOUNTY ON DOGFISH.

Maine Legislator Urges Conference of  
New England Governors.

Believing that dogfish are one of the chief causes of the failure of the herring fisheries and the destruction of young lobsters put into the sea at immense cost to the United States, Representative Waldron of Portland has introduced a resolution in the Maine house requesting Gov. Plaisted to call a conference of governors of the North Atlantic states which will take measures to protect the natural sea food of the coast.

The resolution calls on the governor, through the proposed conference to urge upon congress the necessity of immediate action against the increasing schools of dogfish along the coast. It urges that a bounty be put on the fish which may result in their use as fertilizer.

Representative Waldron points to Canadian legislation which provides a bounty on dogfish, and several Canadian fertilizer plants now use the fish to good advantage.

## Portland Fish Notes.

The Gloucester hand line fishing schooner Hattie L. Trask arrived at Portland Thursday from a four weeks' cruise on Georges banks bringing in about 3000 pounds of halibut and 16,000 pounds of salt cod. The halibut were purchased by the J. W. Trefethen Company at 11 cents per pound, but the rest of her fish will be taken to Gloucester. Her skipper, Capt. Benjamin Johnson, reports very rough weather on the banks heavy gales prevailing most of the time with few opportunities for fishing, which explains the rather meagre fare she brought in. One anchor was lost on the banks with a long stretch of cable, about 100 fathoms, and in a heavy blow on Monday night last the gurry kids were washed off deck. The schooner was nearly a week in making the run from the banks, having to beat her way the whole distance. On Sunday last sighted a main boom and also parts of a torn sail floating in the water, apparently the wreckage from a small coaster.

Several of the local fishing vessels brought in small fares of fish, but several others which went out Tuesday night were glad enough to get back safely in port Thursday even though they came back empty. Sch. Albert W. Black, Eva and Mildred and George H. Lube, which were at the eastward when the storm set in Thursday morning, came in during the forenoon, the Lube narrowly escaping piling up on the rocks at Portland Head as she made the harbor, the snow and vapor being so thick that it was impossible to see the length of the vessel.

The most of the local fishing fleet and one Gloucesterman returned to Portland Thursday but the total amount of sea food landed was not large. The trips were: Hattie L. Trask, 4000 halibut and 12,000 pounds of salt fish; Mildred V. Numan, 10,000; Lochinvar, 9000; Fanny Hayden, 5000; Fanny Reed, 5000; Watauga, 4000; A. P. Parkhurst, 3000.

Portland's fishing fleet was not affected by the blizzard. While many of them were out before the storm struck, they came in during the night Wednesday and Thursday morning so that they escaped the fury of the blast. Those that did not come in made for some port of shelter to the eastward and are there.

Not for a number of years has Portland harbor been so completely filled with ice as it was Friday, and as a result of the ice field, towboats and other steamers had considerable difficulty in moving about the harbor. Small power boats and sailing craft found it impossible to move about.

Practically the entire fishing fleet was tied up at the wharves and the fishermen were on the anxious seat as they feared that the ice would not break up sufficiently to allow them to get out to sea. All the vessels were in port during the storm as the skippers had ample time to get into port before the storm started.

## Former Gloucester Schooners.

Sch. Dictator of this port which was recently sold to Newfoundland parties, has finished loading at Boston for the north, and is ready to leave for St. Pierre, Miquelon, and Grand bank, N. F. The Dictator is filled to her capacity with freight, including 130 barrels of beef, 150 barrels of cement, 202 bags of corn, 50 bags of corn meal, 142 coils cordage, 78 bales of cotton lines, 23 packages of oiled clothing, 34 barrels of oil.

The former Gloucester schooner, Admiral Dewey, has been towed to Boston, to load a big cargo of supplies for Newfoundland. The Admiral Dewey was sold last week, and will hereafter engage in the Grand bank fishery.

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SCH. INGOMAR  
IS ICE-COVERED.HADDOCKER MADE PORT DESPITE  
THE COLD WEATHER IN  
BOSTON BAY.

Completely coated in white, as though to remind those who slept soundly in warm beds last night that it was some cold tricking the wheel of a haddock in a buck up Boston bay last night, sch. Ingomar, Capt. Horace Wildes, arrived here this morning and shot in at the Fort.

The craft was ice all over; deck, bowsprit, rigging and sails all being covered completely. Capt. Wildes reported a hard old night making on the land, very cold, and the men at the wheel suffering considerably, making short tricks necessary to prevent freezing. The craft brings a small fare, 35,000 pounds of fresh fish, but Capt. Wildes reports exceptionally bad weather on the fishing grounds with hardly a chance to set at all. As prices are good the fare, though small, will bring good money.

Sch. Hattie L. Trask came in yesterday, having come up from Portland, where she landed a few thousand pounds of halibut. She brings 15,000 pounds of salt cod.

Sch. W. H. Moody of the Georges handline codfishing fleet, came in during the night with no fish. The craft only went out a week ago Friday, but she has seen some hard weather in that time and got more than her share of hard knocks. On the bank she encountered a regular series of gales and in one of them her cable parted, losing the anchor and 100 fathoms of her string. Besides this mishap the craft had her mainsail and foresail torn and was used rough generally.

The crew had no chance to fish from the day they left here until they got back, as it was nothing but blow, blow, all the while, continual time. With part of the cable gone of course it was no use to remain on the fishing ground, so as soon as there was a chance to show any canvas after the gale abated, the craft was headed for home.

The steamer Bessie M. Dugan brought in 12,000 pounds of fresh pollock, which will bring a fancy figure, as fish are scarce here and at Boston.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Hattie L. Trask, Georges, via Portland, 16,000 lbs. salt cod.

Sch. Ingomar, Georges, 35,000 lbs. fresh fish.

Steamer Bessie M. Dugan, shore, 12,000 lbs. fresh pollock.

Sch. W. H. Moody, Georges, returned with loss of cable and anchor.

Sch. Frances P. Mesquita, shore.

Sch. Mary DeCosta, shore.

Sch. Rita A. Viator, shore.

Sch. Annie and Jennie, shore.

Sch. Rebecca, shore.

Sch. Marion Turner, shore.

Sch. Mary E. Cooney, shore.

Sch. Leo, shore.

Sch. Galatea, shore.

## Vessels Sailed.

Sch. Buema, haddocking.

Sch. Galatea, haddocking.

Sch. Pontiac, haddocking.

Sch. Washaki, haddocking.

Sch. Stranger, haddocking.

Sch. Rose Standish, haddocking.

Sch. Leo, haddocking.

Sch. Hattie Knowlton, haddocking.

Sch. Viking, Boston.

Sch. Emily Cooney, haddocking, Boston.

Sch. Admiral Dewey, Boston, in tow.

Sch. Mettacommet, pollock seining.

Sch. Little Fannie, pollock seining.

Sch. Reliance, pollocking seining.

Sch. Joseph H. Cromwell, pollock seining.

Sch. Marguerite Haskins, pollock seining.

Steamer Bessie M. Dugan, pollock seining.

Steamer Philomena, pollock seining.

Steamer Nomad, pollock seining.

Steamer Pet, pollock seining.

## Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 14 3-4 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

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Salt pollocks, \$2 per cwt.  
Splitting prices for fresh fish:  
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.  
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.  
Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.  
Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

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HERRING FLEET  
BOTHERED WITH ICE.

Met. Great Fields Off

Scattered on Homeward

Passage.

The reports of all the incoming vessels from off-shore show that for the past two weeks the weather has been unusually severe. Not only have the haddockers on Georges and LaHave banks felt the unusual violence of the winter storms, but the crafts bound home from the treaty coast of Newfoundland also have had their share, and more, for they have had miles and miles of ice floes to contend with in coming down by St. Paul's Island and down around Scatterie.

Of the Newfoundland fleet, it is now certain that schs. Constellation and Thoms A. Cromwell are fast in the ice at Bay of Islands, and will remain there until the spring thaw comes. Sch. T.

M. Nicholson went to Bonne Bay late for a second trip, and it is understood that she is frozen in there. If this is so, she is surely there until spring. Sch. James A. Garfield is at Bay of Islands too, and will probably engage in winter fishing through the ice.

The others of the Newfoundland herring fleet not yet home are schs. Oregon, Indiana, Ella M. Goodwin, Clintonia, Theodore Roosevelt, Senator Gardner, Alice E. Lawson and Maxine Elliott.

Sch. Oregon is at Rose Blanche N. F., loading salt codfish and sch. Theodore Roosevelt has loaded cod at North Sydney, and is due to arrive here any day. Sch. Indiana is at Port au Basques, loading herring sent by rail from Bay of Islands, and schs. Essex, Senator Gardner and Maxine Elliott are at southern Newfoundland ports.

Port au Basques, Burin and Belleoram, loading cod or herring.

Sch. Clintonia Unable to Make Port au Basques.

Sch. Clintonia, which left Bay of Islands with the rest of the fleet about two weeks ago, was supposed to go to Port au Basques, and there load the herring from sch. Constellation, which were to be shipped there by rail from Bay of Islands. Saturday afternoon the craft was heard from at Shelburne, N. S., bound home, her skipper reporting by wire to Orlando Merchant, the owner, that he had tried for eight days to make into Port au Basques, but was unable to do so on account of the ice, and at last was obliged to give it up and come along. He also reported bad weather and continuous head winds.

Sch. Ella M. Goodwin sailed from Bay of Islands two weeks ago today, with the rest of the fleet and is expected along in a few days. The fact that sch. Clintonia came out with her, met with ice and head winds and has only got as far along as Shelburne, would indicate that she probably also met the ice off Scatterie and perhaps was longer in getting out of it than some others of the fleet.

There is some worry expressed at the non-arrival of the Goodwin, but with the Clintonia case in mind, it would seem that the craft may have been delayed by the ice and heavy weather and is making slow progress to port. The general feeling, however, is that she will soon be showing up.

Unusually Bad Weather Reported on Georges.

Capt. Geoffrey Thomas of sch. Cynthia, which arrived at T wharf this morning from Georges badly iced up, reports unusually bad weather on the bank and that it has been next to impossible to get a chance to put over a dery. Some of the gales were very severe indeed. The passage home was a hard one, and the trip as a whole so bad that the craft was started leaking. She also broke her main gaff.



# RECIPROCITY AGREEMENT AGITATING ENTIRE COUNTRY.

## Tremendous Opposition Developed Among the Farmers.

## Lumber Interests Also Aroused to Defeat Measure.

The anti-reciprocity people all over the country are waking up. At first their opposition to the proposed trade agreement was weak and half-hearted, but now, stirred and urged on by the splendid example of the Gloucester fishermen and fish men who went to Washington and there told their story of what the passage of the measure would do to their business, they are up and united against the measure and will fight it to the last ditch.

The constant stream of telegrams and letters which are pouring in on some of the congressmen protesting against the measure is causing them to pause and consider. The newspaper men at Washington are also aware of the storm of protest which has swept Capitolward since the Gloucester men were heard, and are not predicting such an easy victory in the house of representatives for the measure as they did at first, while some of them openly predict that the measure will never pass the senate at this session.

The seriousness of the objections has also made itself apparent to committee of ways and means in whose charge the bill now is. Through the insistence of Congressman Gardner, the committee gave the Gloucester fish men a hearing, but intended giving none others. The committee has changed its mind, and is now to hold something like a continuous session from now until 5 o'clock next Thursday afternoon, to hear all who may appear and object to the provisions of the measure. On Saturday, farmers, lumber men, barley raisers and manufacturers of barley malt were heard and the lumber men of the Pacific coast are scheduled to arrive before the hearings close.

On top of all this, the machinery of the National Grange, an organization with a membership of 1,000,000 farmers in 33 states, has been started to assist in the defeat of the bill. The legislative committee of the grange met Saturday at New York and adopted resolutions protesting against the reciprocity measure, and calling upon the individual members to exert pressure on the congressmen in their various districts to vote against the bill. Beside this the committee of the grange will go to Washington and begin an open, active fight against the measure.

All these things will have their effect, and the little fire started by the Gloucester fish men has now become a prairie conflagration which is sweeping steadily on to convince congress that the opposition to the bill is far stronger than first supposed, and also that there are good reasons for the opposition to it.

### President Taft Appears Bound to Force the Measure.

On the other hand, it seems as though the president were bound to force the reciprocity measure down the throats of the people, whether they want it or not, and the ultimatum now is said to be the passage of the bill before March 3, or an extra session. The president has cancelled his southern trip and will remain in Washington in personal charge of the reciprocity fight. In his public speech he intends to make the reciprocity bill the key note.

The newspapers are featuring the spectacular contest and are devoting column after column of space to it. The Gloucester end comes in for the greatest share of publicity, and Saturday evening the Boston Transcript devoted three columns to a special article splendidly presenting Gloucester's contention, while the Sunday Globe also had a long story on the same subject, together with two interviews with the leaders of the two sides of the case here.

In the latter article appears the following:

"The ratio here of those who speak for reciprocity is somewhat larger than that before the committee. It is true the preponderance of the opinion in the fishing interests oppose the removal of all duties on fish. As a minority Mr. Wonsen stands alone among the fish packers.

"Among the townspeople one may hear all kinds of opinions expressed, but it is apparent that discontent over the present condition of the city's chief industry, with the high cost of living and with certain specific phases of the fishing business as developed under protection, has created a state of mind among many people in Gloucester that will lead them to welcome a change in the hope that it may lead to better times."

In the same article, and treated as one of its leading features, is the following interview with a storekeeper:

"I have been in business here for 30 years, and under protection I have seen trade dwindle and dwindle on the street here, until it has reached a pass where it couldn't be much worse. We storekeepers are headed for the cemetery, and if it wasn't for the summer resort trade, that yields enough in July and August to help us through the winter, we'd be there now. That holds good all along the line in Gloucester, and I for one am willing to take a shot on a change. I am satisfied that fully 75 per cent. of the storekeepers of Gloucester feel the same way, although they may not wish to say so at present for fear of losing customers. As for the fish packers, they cry before they are hurt. If they can't compete with Nova Scotia in their own line, they must be a poor lot of business men."

### Local Committee Still Active in Opposing the Bill.

The committees appointed when the fight here against the measure was first begun are still active, and not a day goes by but something is done which will add strength to the opposition to the bill. Many letters have been received from all parts of the country in reply to those sent out to business men doing business with Gloucester and from summer people to whom Gloucester is half home, and the great majority of them show that the writers will help all they can in the fight against the passage of the bill.

It is thought that the ways and means committee will report the bill to the house of representatives as soon as the hearings are over and then the fight will begin.

That the Canadian reciprocal agreement must stand or fall as a whole in the house committee on ways and means was made clear Saturday by Chairman Payne during hearings which occupied the entire day.

A poll by Representative Fordney in the morning for an amendment to the lumber schedule and another one in the afternoon for an amendment making barley free were met by the unequivocal statement by the chairman that the committee would sanction no change of any item.

It is believed that the measure is not destined for such easy sledding in the house as has been prophesied and that efforts to amend it will be made, now seems certain. The coming into the fight of the National Grange, with all its admitted strength of organization and a million members is going to be a big factor in the final disposition of the bill. The farmers are in the majority in the country and they are also the most prosperous class. The grange is well known as one of the strongest organizations in the country. The Republican party has time and again

looked to the farmers to save it from defeat and the farmers have always produced the necessary votes so to do. Now the Republican party comes forward with a measure which the farmers say they will fight to a finish.

### Favor Reduction of Tariff But Not Reciprocity on Farm Products.

Says T. C. Akeson of Morgantown, West Virginia, one of the three members of the Grange legislative committee:

"We are not opposed to a general reduction of the tariff, but we are opposed to any arrangement which will make fish of one industry and flesh of another. Reduce the tariff, yes; but do it all at once, and not by a reciprocal treaty with a country which exports agricultural products almost exclusively.

"Remove the tariff on steel and iron and manufactured articles along with farm products and we won't object. But we don't think it fair to compel the farmers to compete with foreign products and allow the manufacturers to derive the benefits of a high protective tariff.

"Acting along these lines, we have decided to oppose the enactment of the bill. The committee issued a statement Saturday which will be sent to every one of the 7500 granges in the organization. These have a membership of from 50 to 1000 farmers. We shall ask every member to write his representative in congress urging him to vote against the bill. I think we can defeat it in this manner, but we are not going to take any chances, and the committee has decided to go to Washington and work from that end."

The Republican party needs the farmers and will need them more than ever in 1912. The ranging of the National Grange against the bill will be food for reflection for those who are for pushing the bill through, whether or no.

That the president is determined in his course on the reciprocity bill is evident to everyone. He is "set" on it, and as an original production is bound to have it go if possible. The southern trip is called off and instead he is to make speeches in the middle west and the keynote of each will be the reciprocity bill. In this fight the president has Secretary Knox firmly

with him and the latter is also scheduled to speak several times on the same subject, and it is also widely hinted that other cabinet officers will be "invited" to make speeches on the reciprocity pact.

### John Hays Hammond Now in Washington.

John Hays Hammond arrived at New York Friday on the Lusitania and went at once to Washington. It is known that he is a great friend to Gloucester, his place of residence, and also he is a close, perhaps the closest, personal friend of the president. His position is therefore an awkward one, but it is firmly believed that he will do all that he can to combat the free fish plank of the agreement. Mr. Hammond believes in Gloucester, and it is believed that even his close personal friendship with the president will not prevent him from taking Gloucester's side on this fight which means so much to the whole city as well as her greatest industry.

Senate leaders are extremely anxious that there shall be no extra session. Some of them fear that the calling of congress after March 4, would arouse sentiment throughout the country in favor of general revision of the tariff. These Republican leaders say that the temper of the country at the present time is such that a tariff revision session might menace the principle of protection. Whether this fear will weigh heavily enough to cause the senate to act upon the reciprocity agreement is doubtful.

### Mr. Carroll Predicts Direful Results from Removal of Duty.

The Boston Globe of Sunday publishes the following interview with Manager Thomas J. Carroll of the Gorton-Pew Fisheries Co.:

"What effect would free fish have on your fishing fleet?" Mr. Carroll was asked.

"We could not operate the vessels on account of the difference in the cost of our vessels and those of Nova Scotia. For example, in 1907 Thomas F. McManus, the Boston designer of fishermen, made a model for a fishing schooner, from which two vessels were built, one at Gloucester, the other at Lunenburg, N. S. Each was named the Clintonia. The Gloucester Clintonia cost, ready for sea, with gear, \$15,000. The Nova Scotia Clintonia cost with gear \$9400.

"The owner of the Gloucester vessel had to write off \$2000 depreciation on her first year, \$1500 the second, \$1000 the third, until he got her cost down to about \$7000. That meant the Gloucester vessel had to earn a lot more money than the Nova Scotia vessel, although the vessels were substantially the same. They represented the same degree of risk, and as we do our own insuring in a mutual company in the fish business here, you can see what a loss to us means more than to the Nova Scotia owner."

"Does the duty of three-quarters cent a pound on green fish represent the difference between profit and loss on your vessels?"

"It represents more. In 1909, which was a good year, if we had sold our fish from the vessels at 1-4 cent a pound less than we did, we would have been unable to show a profit on the catch. Not counting the mackerel we handled, the profit on our fish of all kinds for the year was less than half a cent a pound.

"If we have free fish I do not say we are going to die suddenly, but it will be only a question of time when our fleet will disappear."

### Packers Could Not Compete With Nova Scotians on Cured Fish.

"As a packer, Mr. Carroll, what do you think would happen to you with free cured fish?"

"It would mean that owing to the difference in the cost of labor, and everything into which labor enters to any considerable degree, in this country and Nova Scotia, we could not compete with the Nova Scotians.

"For instance, they pay men working on fish on the wharf 12 and 15 cents an hour. We pay for the same work 27 1-2 and 32 1-2 cents."

"Would not the reputation of the established brands of Gloucester fish help you to lead the Nova Scotia packer?"

"We haven't got a brand they would not imitate. Of course they could not use our registered trade marks, but they would get as near to them as they could."

"Would the packers, to meet Nova Scotian competition, establish plants in Nova Scotia?"

"That is a matter we can't discuss at this time. We want to stay here. We won't talk about leaving until we have fought this out here."

"What percentage of the people depending on the fish business for income favor free fish?"

"Not one per cent. You may have heard of one packer who does. He does not own vessels nor hold a leading place in the trade. The trade is practically a unit against free fish. It is composed of five classes, or groups, as follows:

"First, the fisherman. To a man they oppose it.

"Second, the laborers ashore. All are opposed to the removal of duties on both green and cured fish. About half favor free green fish, believing there would be more fish landed.

"Third, the packers who do not own vessels. All are opposed to free fish except the one I have mentioned.

"Fourth, vessel owners who do not pack fish. All are opposed to it."

"Fifth, vessel owners who are also packers. They are also opposed to it."

"Removal of the duties on fish means the utter ruin of the fish business of Gloucester, Boston and other New England ports. The principal ports outside of Gloucester are just waking up to that fact. The fish business already is conducted on a narrow margin

of profit. Removal of duties means competition with Nova Scotia's cheaper vessels, lower wages and lower standard of living. We contend that so long as we are taxed by protection on everything that enters into the construction and maintenance of our vessels—sails, rigging, fishing gear, labor—we are entitled to a fair measure of protection on the product of the fisheries. So long as the policy of the country is a protective one, we believe we are entitled to protection. Should it declare for free trade, we would take our chances with the rest."

### Col. Wonsen Says Gloucester Can Take Care of Itself Under Reciprocity.

In connection with the above interview, the Globe also published this one with Col. Charles F. Wonsen of this city, as follows:

"Free fish is no experiment in Gloucester. We had free fish here from 1873 to 1885. I went into business here in 1880 and my brother and I bought the only piece of water front property for sale. Today, after 30 years of protection, there are 12 or 15 valuable water front properties, with buildings and wharves, idle and for sale.



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"The fleet in 20 years has dwindled from more than 400 vessels to less than 200. The figures given at Washington, 261, included shore boats and gasoline boats—vessels under 20 tons. Of first-class fishing schooners we have about 180.

"The decline of the mackerel fishery is credited with this decline; but there is something besides. There is something fundamentally wrong, for we don't depend on the mackerel fishery. The trouble is in the cod fishery.

"In 1892 we landed 111,000,000 pounds of salt fish that sold at a little more than three cents a pound. In 1909 we landed 90,000,000 pounds of salt fish that sold at less than three cents. Our receipts fell off 18 per cent in those six years, under protection.

"The fishing business—that is, the catching of fish—is not profitable. Vessels have been sold away for that reason. Some have gone to Nova Scotia, some to Newfoundland, some south. There are now 25 firms doing business in Gloucester, against 58 firms in 1880. Of these not more than 20 deal in salt fish. Fully half of that 20 favor free green fish, the raw material of their business.

"As a fish packer, would you say that Gloucester would lose its business in packages goods if the duty of 1½ cent a pound were removed from cured fish?"

"Not at all. Nova Scotia can't take the trade, provided Gloucester can get the raw material. We have been in the business too long to have it taken away. The present method of distributing cured fish originated here, about 30 years ago. Let Nova Scotia try to take away the business and see how easy it is.

"That sort of thing has been tried by Gloucester. In 1898 Gloucester owned the fleet that supplied Boston with its fresh fish. We said, 'We can handle that trade ourselves. We'll go into the fresh fish business.' A company was formed here with \$100,000 capital to take the business away from Boston. In three months the Gloucester vessels had to sell their fish to T wharf dealers. In three years it had dropped \$75,000.

"Canada hasn't the capacity to take away our trade. She has a great market of her own that she has never yet supplied fully, and owing to the rapid development of the great northwest her market is growing all the time. If she does produce fish a little cheaper than we, she isn't going to sacrifice her profit by cutting prices. Let her make something, and give us a chance to make something too.

#### Believes Free Fish Would Benefit Local Storekeepers

"What is your opinion of the claim that under reciprocity the Nova Scotia fishermen, who now largely man Gloucester vessels, would go over to their own vessels?"

"That might happen; but the ready money of Gloucester always did bring Nova Scotians here, and always will. In some cases whole crews come here and live on the vessels while in port. They are not residents, they contribute nothing to Gloucester's business. You will find that where more than \$20,000 was collected in a year on poll taxes from fishermen, not \$5000 is collected now. Free fish ought at least to bring more vessels to port, and improve business locally.

"The protectionist packers claim free fish would ruin Gloucester, yet everybody knows that free trade is popular in Gloucester wherever the payment of duties can be evaded.

"For example, herring are bought in Newfoundland from the natives and entered here free as the product of American fisheries. The nets they are caught with are made in Scotland, are bought there by Gloucester packers and are taken on board our vessels in Nova Scotia for transportation to Newfoundland.

"Duty is also avoided on dories. A dory costs in Gloucester \$20 and in Shelburne \$13. Our fishermen order their dories in Shelburne and call there for them on their way to the banks. Those dories are not supposed to be landed at Gloucester. As a matter of fact they are.

"It is all very well to evade duties and keep our product protected. These men shouting for protection shout about saving dear old Gloucester, but they send their vessels in the halibut fishery to Portland to discharge their fish, because they claim they can get a better cull of fish there—that is, a more favorable grading. Dear old Gloucester doesn't figure much, I can tell you, when there is anything to be made by going somewhere else. So the public shouldn't be deceived by crocodile tears for Gloucester. We can take care of ourselves under reciprocity, and that is why I am for it."

#### An Echo From the Reception By President Taft.

Speaking of the recent call of the Gloucester anti-free fish committee on the president, at Washington, the Boston Globe said Saturday:

"It was not only brief, but, as one expressed it, embarrassing. Evidently they do not treasure up a very amiable recollection of the occurrence, and from their mood tonight it is doubtful whether President Taft will get invitations to fish food banquets or find the 'Welcome to our city' signs on the Cut bridge when he arrives in town next summer. But their resentment may cool down.

"Some affect to believe that the president felt piqued at the half-masting of the flags, taking it as a personal affront. But disinterested observers believe that President Taft is too big a man to repay discourtesy with discourtesy. Rather they believe that President Taft had his mind already made up and thought best to cut short an interview which would be a waste of his time and that of his visitors.

"Nevertheless it is felt that the fishing interest is 'in bad' with the president as the result of the flag incident or other causes.

"It has always dictated the important office of collector of the port, held for several terms by William H. Jordan, one of their number. His term expires in about a year and a half. Already P. M. Longan is avowedly in the field as the John Hays Hammond candidate, and today Col. Charles Fred Wonsow, the insurgent among the fish dealers, who believes that the entire fish reciprocity schedule is a good thing, was formally put into the training shed.

"He is a Republican and it is felt that the president will warm to him. From now out this fight promises to be interesting as politics usually is in Gloucester."

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#### BAIT FOR SARDINES.

##### Bretons Coax the Tiny Fish With Salted Eggs of the Cod.

Sardine fishing forms the chief industry of Brittany. In the average season the Brittany sardine fishermen catch 100,000,000 to 15,000,000 pounds of sardines, for which they receive anything from £300,000 to £600,000, while the shore industries dependent upon this fishery give employment to 20,000 other persons, mostly women and girls. So important is the sardine that in many communities in Brittany every person is directly or indirectly supported by it, and the failure of the fish to come means ruin, starvation and death to many people, in the more isolated places.

Sardines are found on the coast of Brittany throughout the year, but flourish in greater abundance in summer and autumn. As many as 100,000 have been taken at one time in one net from one school. One remarkable feature of sardine fishing in Brittany is the enormous amount of bait which is used. The bait in general use is the salted eggs of the codfish, and it is estimated that the Breton fishermen pay £700,000 every year to Norway for cod roe for use as bait.

The casting of the bait, or the proper use of which a great deal of the success of the fishing depends, is always done by the captain of the boat, who stands on a little platform in the stern and while directing the movements of the boat and the manipulation of the net throws the bait to attract the fish to the surface and around the boat. When the fish are on one side of the net or on the other his next move is to cast the bait in such a way as to cause them to rush against the net and thus become gilled.—London Tit-Bits.

Feb. 6

#### Portland Fish Notes.

Only one trip of fish was landed here Friday and that was one of 7000 pounds brought in by the schooner Robert and Carr. Capt. Ole Hansen reported that he was in Cundy's Harbor during the storm.

Feb. 6.

## FISH SCARCE AT T WHARF.

### THIS MORNING'S RECEIPTS TOTALLY INSUFFICIENT FOR THE DEMAND.

With crisp, frosty weather, a big trade clamoring for goods, nothing in their stores and only three vessels in the dock, the T wharf dealers are doing some hustling around this morning, and do the best they can they will not come anywhere near filling orders.

Saturday, after our report the shore fishing sch. Warren M. Goodspeed came in and her small fare was soon boxed and iced and gone. This morning there was but one market boat in, sch. Emily Cooney, and Capt. Patrick Murphy was in luck, for he has a dandy trip, 17,000 pounds, which will mean a stock handy to \$800 or \$900.

Two off-shores are there also, sch. Cynthia with 34,000 and sch. Virginia with 31,000 pounds. Capt. Thomas and Capt. Conrad must have punished their good crafts last night and driven them for all they were worth for they reached the dock almost buried in ice.

In some respects the last business week was a good one in wholesale fish market. T wharf dealers had more ground fish than in the same week of last year, and business was fair. Smelts and lobsters fell off in the shipments, but had a good sale, and this morning there were few smelts to be had from the commission men, who first receive them from the provinces.

Last week there were 54 fishing vessels reported at the fish exchange, and they had 1,409,600 pounds of fish, against 37 vessels in the same week of last year, with 617,900 pounds. Most of this was haddock and a good part of it came on the Georges fishermen.

The fishermen who ran in to Provincetown, Gloucester and other ports for shelter, and sent their fish here by rail and boat, gave the market last week 1316 boxes and 502 barrels of ground fish, against 421 boxes and 421 barrels in the same week of last year. The shore fishermen had not been able to do much on account of the severe storms.

There is a big demand for the larger smelts and very few on hand to supply it, although last week there were 2354 boxes of smelts received here against 3866 boxes in the same week of last year. Lobsters have come only in small quantities, and the two lines that bring them from the provinces landed here last week only 454 crates of live lobsters, against 478 crates in the corresponding week of last year.

#### Boston Arrivals.

The receipts and prices in detail are: Sch. Warren M. Goodspeed, 4200 haddock, 200 cod.

Sch. Emily Cooney, 12,000 haddock, 2000 cod, 1900 hake, 2000 pollock.

Sch. Cynthia, 30,000 haddock, 4000 cod.

Sch. Virginia, 29,000 haddock 2000 cod.

Offshore haddock, \$2.75 to \$5.50 per cwt.; shore haddock, \$6.50; cod \$5 to \$6.50; pollock, \$4.50; cusk, \$4.50; hake, \$4.50.

#### REPAIRING AT HALIFAX.

##### Sch. Alice R. Lawson Sprung Aaleak on Passage From Newfoundland.

Looking like miniature icebergs, the tug Scotsman arrived at Halifax, Thursday, from Louisburg, towing sch. Alice R. Lawson of this port. The Lawson, herring laden, was homeward bound to this port, and in the gale that prevailed in the Gulf of St. Lawrence, last week, was forced to lay to and sprang aaleak. With her pumps working 1000 strokes an hour, it was deemed inadvisable to attempt to continue the voyage, and the schooner put into Louisburg the first of the week. As none of the slips in Cape Breton could be used, it was necessary to tow the vessel to Halifax and the Scotsman was sent to bring her here.

The two left Louisburg at 7 o'clock on Wednesday morning and had to buck into a head gale all the way, taking nearly 30 hours to make the trip. When the tug and her tow tied up at Campbell's wharf, both were covered with ice. The Lawson has about three-fourths of a cargo and will go on the marine slip for repairs. They were fortunate to reach port before the big blizzard began to sweep the Cape Shore, Thursday night.



